





### Today's Advertisements.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"THALES."  
Captain Bathurst, will be despatched for the above Ports, on SUNDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARPAK & Co.,**  
General Managers.  
Hongkong, 5th May, 1898. [602]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR AMOY AND TAMSUI.  
THE Company's Steamship

"HAIMUN."  
Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 5th instant, at Daylight.

For Freight or Passage, apply to  
**DOUGLAS LARPAK & Co.,**  
General Managers.  
Hongkong, 5th May, 1898. [603]

**HAMBURG AMERICA LINE.**  
(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.  
(Taking Carve at through rate to AMSTERDAM, LONDON, C. P. RTO, LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS.)  
THE Company's Steamship

"ALALUSIA."  
Captain Schuster, will be despatched for the above Ports on TUESDAY, the 10th instant, at 4 P.M., instead of as previously advertised.

For Freight, apply to  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, 5th May, 1898. [606]

### Intimations.

**DAKIN, CRICKSHANK & COMPANY,**  
VICTORIA DISPENSARY,  
HONGKONG.

**AERATED WATERS.**

**SIMPLE AERATED WATER.**  
SODA WATER  
LEMONADE.  
GINGER ALE  
SARSAPARILLA.  
RASPBERRYADE, &c.

**DAKIN, CRICKSHANK & Co.'s WATERS** are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.  
Special terms to Hotels, Clubs, Messes and other Large Consumers.  
Any complaints should be addressed to the Manager.  
Hongkong, 1st March, 1897. [30]

### TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



**A. S. WATSON & CO., LIMITED.**

ESTABLISHED A.D. 1841.

### WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

**PRICE LISTS**, with Full Details, to be had on Application.

**PORT** after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

**SHERRY**—Excellent Dinner and After Dinner. Wines of very superior Vintages. All are from Xmas Wines.

**CLARET**—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

**BRANDY**—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

**WHISKY**—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "X" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

**A. S. WATSON & CO., LD.**  
THE HONGKONG DISPENSARY.  
Hongkong, 5th December, 1897. [7]

### NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.  
Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.  
Communications forwarded for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.  
While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

### TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this day's issue not later than Three o'clock so as not to retard the early publication of the paper.  
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.  
The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and to therefore the best medium for Advertisements. Terms can be had by applying to the Editor, or to the Manager, or to the Telephone Central Exchange in No. 1, Telephone address—"Telegraph," Hongkong.

### DEATH.

Sister GERTRUDE (Emma Gertrude Ireland) died at the Government Civil Hospital, Hongkong, this morning, May 5th, at 8.30, of Plague. [601]

## The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 5, 1898.

### NOTES AND COMMENTS.

There is no news of the Spanish-American war. But there is news of another war, another disastrous defeat, and a victory which calls for none of the congratulations which the American victory earned so well. This other war is the war of pestilence against humanity; the defeat is the defeat of science, the killing of our very best and noblest, the crushing of the sweetest and dearest and most valued lives. The victory is won by the allied forces of filth, ignorance, officialism, obstructionism, public parsimony, hesitancy, and neglect. The press has been requested to be cautious in mentioning this sudden outbreak of the pneumatic form of plague, because if the truth were known there would be a panic. Shall we suppress the truth and deny the danger? Shall we pooh-pooh the thing that is murdering us? Shall we continue to connive at hoodwinking the people, shall we tell them into a comfortable belief in security while we know they too may be struck down any moment? Shall we lure them to their doom, "to avoid alarm," because the precautions have been so neglected that the very fiercest form of disease is now rife in our midst? This plague pneumonia is the very worst form known. Let all understand that, and let them have a chance to know what danger they are in. Let the scare come; it is high time, and there is sore need.

A writer in the *Porter*, a small Portuguese periodical published in Hongkong, goes to the trouble of pulling to pieces the lecture lately delivered by Mr. J. J. FRANCIS, Q.C., on *VASCO DA GAMA*. That was only to be expected; the British like to recognise merit, where there is any, and if they try to give foreigners too much attention they are bound to be abused for our pains. It is all the thanks they get for giving a free advertisement to a nation that used to produce great men.

There are no *VASCO DA GAMAS* in Portugal nowadays, any more than there are *PIZZARROS* in Spain, or *CEZARS* in Italy, or *ALEXANDERS* in Greece. But there are, among the modern Portuguese, persons whose existence is a sufficient explanation of the decline of Portugal. The writer in the *Porter* seizes on several cases of what he calls historical inaccuracies in the lecture, and makes much of them. Perhaps they are inaccuracies, and perhaps not; but the correction could have been courteously worded, in recognition of the fact that the lecture was a spontaneous tribute of praise to a great Portuguese, by a foreigner.

The writer in the *Porter* takes special pains to exhibit spleen at the remark that "from the foundation of the Lusitanian kingdom, Portugal and England have always been inseparable friends, to this day." He gets very excited about this. Metaphorically, he tears his hair, splutters, dances a war-dance, and gets red in the face.

A fine fable this, that despoiled us of our possessions, never helped us in our fight for liberty, and in reprisals against an enemy injured us even more than the enemy did!

And there is much more in this strain. It is very absurd, of course. We never despoiled anybody of any possessions unless we were attacked first; and most of the Portuguese colonies were not taken by us. Brazil and other South American colonies left Portugal for the same reason that the United States (but never another colony after that) left us; namely, for the reason that the Home Government was unbearable. Spain and Portugal made themselves unbearable to their colonies, not once but always; and it is a sneaking subtlety to blame the wrong people for the loss of territory. The Cape Colony was taken not from Portugal, but from the Dutch; and so with most of the old Portuguese settlements which are now British. And we have been kind to the Portuguese themselves; else why are there more Portuguese in Hongkong than in Macao, more in the Straits Settlements than in Timor, more in Ceylon than in Mozambique? They find they get on better under our rule than under their own. Is this unkind?

The British have been unkind to the Filipinos and many others, in letting rich territories remain under the domination of people who do not know how to make their rule acceptable or beneficial. British

rule was intolerable to British colonists once; our own New Englanders taught us a lesson, which has since profited us so greatly that we can afford to thank them sincerely for it, and though the price was high we do not grudge it. Portugal has had the same lesson, and refused to learn and profit by it. So she has lost a mighty empire, which should now have been as much to her as ours to us. Most of the great Portuguese colonies are now republics.

It is the same with Spain. Her regime has been so distasteful that she lost all her possessions in the American continent, and now she is losing her last belongings, the islands of the East and West Indies, solely because she does not make her rule acceptable. Cuba will probably become a republic like Hayti, or perhaps like Hawaii, with large Yankee influences at work. The Philippines are less easily disposed of. They cannot take care of themselves; it would be a shame to let them revert to Spain; and it is difficult to decide on their absorption by another Power. The United States would probably prefer not to be bothered with them, for several potent and patent reasons. Great Britain is the Power usually suggested in such cases—a sort of professional reconstructor of unsuccessful colonies; but there are jealous Powers in Europe, and Great Britain is always over-considerate of their feelings. The best solution we can see is that the Philippines should be taken over by an International Chartered Company, which could raise capital enough to purchase the islands and to pay off the war indemnity which the United States will claim from Spain; and the Company could manage the islands on a commercial basis.

Meantime, we would like to have the candid opinion of our esteemed Manila reader who wrote lately protesting against our pessimistic view of the Philippine Mining Company's prospects. The new venture was to take over a concession near Cebu; Cebu is in rebellion and had to be bombarded by Spanish forces. If the United States acquire the islands, well and good. But intending investors would be rash to put money into the concern just now. Our correspondent asserted that Spanish rule was liberal and favourable to enterprise. Well, what price Luzon Sugars?

The Powers of Europe are not displaying any feverish haste about coming to Spain's rescue. But it is not inconceivable that they might yet take a hand. Spain could offer one of the islands (if she has any now) to some of the land-hungry Powers, and if the inducement was good enough the pretext for interference would be easily found. Reuter's telegram, which we published a few days ago, revealed a deplorable state of unpreparedness in the United States Army; and the Navy is not what it might be. In any such case, we feel sure public opinion in England would compel the British Government to take action. We do not fall on the necks of our American cousins and kiss them (not the male cousins at any rate) as do some allied nations; we have no written alliance. But the unwritten law is the strongest, the unwritten bond is the surest. English, Scotch, Irish, Australians, Canadians, Anglo-Indians, Afrikanders, and the rest of our family, often affect to despise and dislike each other, and sometimes "rage furiously together," until some alien nation threatens; then, the clan gathers together, and some of the finest deeds in defence of the empire are done by men of the apparently most dissimilar "Emerald Isle." So, Yankees and Brits have quarrelled heartily, until the time for union arises. The British Empire is held together by a Constitution which does not exist, if written documents are essential to the existence of a bond; for it has never been written. It is well understood, it is a mighty constitution, but it is not on paper. So, the federation of the Anglo-Saxon race is unwritten, and when men tried to write it they failed. It is the more potent because it enforces itself without pen and ink. Paper agreements are made to be torn up; who can tear up the laws of nature?

The American nation asks nothing of the British, and we ask nothing of them. They can take care of themselves, and do not wish to be patronised. We also are not addicted to begging favours. But there are principles to fight for, to unite for, to uphold against the world; principles of liberty and justice, which the Angles and Saxons cherished in the age of valour. Men and brothers may hate each other, but must be on the same side if their principles are the same. So, when the Americans drop their favourite pastime of "twisting the lion's tail" and engage in a serious struggle for the principles which we profess, what are we to do? The reply is soon given. As long as we need not do anything, we do nothing. When need arises, the answer will not be in words.

### TELEGRAMS.

("HONGKONG TELEGRAPH" SPECIAL.)

**THE TRANSFER OF WEI-HAI-WEI TO GREAT BRITAIN.**

TRIUMPH, May 4th.

The British Minister has gone to Chefoo. It is believed here that he intends to go with the fleet to Wei-hai-wai for the ceremony of hauling down the Japanese flag and raising the British flag (on the 15th May.)

PRINCE KUNG.

Prince Kung is declared to be dying. [Our Shanghai telegram declared he was dead yesterday.]

### REUTER'S MESSAGES.

THE UNITED STATES FINANCES.

LONDON, May 5th.  
The United States Treasury estimates that the war will increase the expenditure by \$59,000,000 for the next two months, thereby completely exhausting the currency in the treasury. On account of this Congress has been asked to immediately authorize an issue of bonds.

THE STATE OF MADRID.

Madrid law has been proclaimed in Madrid.

THE PROPOSED INCREASE OF TONNAGE DUES BY THE UNITED STATES.

The Committee of the Senate has decided to suppress the proposed increased tonnage dues.

THE RECENT FIGHTING AT MANILA.

No details have been received of the Manila battle beyond the actual fact of the Spanish defeat.

### LOCAL AND GENERAL.

The Brough Comedy Company are to give their farewell performance at Shanghai on Saturday next.

CAPT. Hastings, to-day gave a coolie six months' hard labour for stealing a box of clothes valued at \$22, the property of a countryman. For stealing a number of cotton jackets another Chinaman was to-day sent to gaol.

THE Hon. Treasurer of the Alice Memorial and Netherthorpe Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
Wassilani Assomull ..... \$15

At the meeting of the shareholders of the Commercial Bank of Australia, one William Free, who was evidently smarting under his losses, suggested, in all seriousness, that the Chinese law, which enacts that in the event of a bank failing the directors should be beheaded, ought to be adopted in Victoria. "It would restore confidence in banks," he said. Possibly, and possibly not.

THE final in the Championship of the Hongkong Cricket Club Lawn Tennis Tournament will be played off on Saturday next at 4.15 p.m., the players being Messrs. Moberly and Plunkney. Mrs. Wils has kindly consented to distribute the prizes won in the Tournament at the close of the game. By kind permission of Col. Retallick and Officers, the Band of the Hongkong Regiment will play on the ground during the afternoon.

SOME of the curiosities of the Bank of England are well worth describing. In the printing room a man sits at a little table, and every three seconds a machine hands him two complete five-pound notes. If he sits there six hours he receives over seventy thousand pounds, and in three hundred days over twenty millions in paper money! It is a strange duty for a man to have to perform—to sit at a table to receive from a machine twenty millions a year!

The installation of the electric light at the Golden Temple, Amritsar, has been completed. The sacred tank was lighted for the first time on the night of the 10th before a large concourse. Altogether sixteen lights have been put round the tank, and one large globe on the tower of Baba Atal. The Sikhs would not allow the interior of the temple to be lighted by electricity on the ground that it would be contrary to the doctrine expounded by the Gurus. The temple authorities have secured two large chandeliers for inside the temple in the hope of having them fitted up later on. The cost of the whole is Rs.60,000, and there are ample funds in reserve to defray the maintenance expenses.

MESSRS. Wm. G. HALL & Co.'s circular, dated Saigon, 26th April, says:—Following, in a lesser degree, the course of the Hongkong grain market, our prices for rice have shown a weaker tendency since a few days, and we should not be surprised to see a further decline when the pressure of a large amount of ready tonnage is taken off of this will not be quite yet however. Demand for Japan has slackened. For Europe, business is not practicable except for France, to a limited extent. Arrivals from the interior are 70,000 Piculs of Paddy daily. We quote for May and June delivery—No. 2 white sifted steam milled (round) \$3.60; No. 1 white sifted steam milled (round) \$3.50; No. 2 cargo steam milled (round) \$2.50; No. 1 cargo steam milled (round) \$2.45. First cost per picul of 134 lbs. gross English, without duty or any other charges, being equivalent of 6/6d.; 6/5d.; 5/6d.; 5/5d. per Cwt., net F.O.B. Invoice weight, in gunnies, including cost, duty, charges, commission and exchange, no insurance.

THE remains of the late Mr. L. S. Crawford were buried at Happy Valley yesterday afternoon with full military honours, his late comrades in the Volunteer corps mustering strongly and a number of officers from the Garrison also attended. The body was brought in a steam launch to the pier at Bowrington Canal and was placed on a gun carriage. The coffin was covered with the Union Jack, and on it were placed the helmet, belt and sword of deceased. Sergeant Crombie had charge of the firing party which wreathed the coffin and almost every man bore a wreath or cross of flowers. Major Sir John Carrington, Hon. Captain J. J. Francis, and all the officers attended, and among them at the grave were Messrs. G. A. Caldwell and Duncan Clark, brothers-in-law of deceased, the employees of Lane, Crawford & Co. and many friends. The Rev. G. J. Williams conducted the burial service which was of a most impressive nature. After the three volleys the last post was sounded and the proceedings came to a close. Very deep sympathy is felt for the parents of deceased, they having only lately left for Japan. Besides being an active member of the Palisades Society the deceased was a prominent member of the Cricket Club, and often took part in Club matches.

THE Band of the K. O. L. Regiment will play the following programme at the Officers' Mess to-morrow, commencing at 3 p.m.:—

1. Overture "The Maiden."
2. Selection "Remembrance of Me." Mr. F. Gifford.
3. Value "The Maiden." Mr. F. Gifford.
4. Selection "The Maiden." Mr. F. Gifford.
5. Selection "The Maiden." Mr. F. Gifford.
6. Value "The Maiden." Mr. F. Gifford.
7. Selection "The Maiden." Mr. F. Gifford.
8. Value "The Maiden." Mr. F. Gifford.
9. Selection "The Maiden." Mr. F. Gifford.
10. Value "The Maiden." Mr. F. Gifford.

A CHINESE woman to-day charged a sub-contractor with assault. It seems that the woman had been working for defendant and employed some ten or more coolies. A sum of \$32 was due to her and when she asked for a portion of it defendant blackened her eye. The evidence was of a most contradictory nature and there was a lot of cross-questioning. Capt. Hastings believed the complainant's story and fined defendant \$15 and he also fined two of his witnesses \$5 each for "telling lies."

At Singapore on the 25th April a private of the West Yorkshire Regiment, named William Yates, of B. Company, was fatally wounded while acting as musketry marker at the butts. It appears that the deceased, who had been employed as a musketry marker for the last twelve months and who had seen five years' service, left the butts before "evening" was sounded. He was shot from the firing point, the bullet entering his right breast and coming out at the top of his shoulder. The accident occurred about six o'clock, and, half-an-hour later, the man had bled to death internally.—*Straits Times*.

THE following advertisements having been forwarded to us without the necessary shakels enclosed therewith, our editorial mind has been moved to pity, and to assist the great unemployed we make them public:—  
WANTED.—A situation as *Governess-General* by a *HIDALGO* of wide experience. Testimonials from various CROWNED HEADS. Understands the conducting of State Lotteries and well versed in the art of Capitulation.

AN ADMIRAL of the FLEET, until lately in the employ of a EUROPEAN POWER, offers his services in a like capacity. Thoroughly understands taking a fleet *Out of Action* and can be trusted to keep the fleet of ships well out of the enemy's way.

Address  
Don SUBIG BAY.

A MUNICIPAL CORPORATION at present out of employment will be pleased to attend ardent parties, fetes or popular demonstrations. Warlike and Patriotic Speeches a specialty.

Apply to Z.

A large assortment of SPANISH FLAGS for sale cheap, the owners having no further use for them. Also several bushels of PROCLAMATIONS.

LOST on the evening of Monday, the 2nd May, a town answering to the name of Manila. Any POWER returning the same to MADRID will be rewarded if necessary.

Found, in the neighbourhood of the Philippines, a number of SOCIAL EXERCISES, anyone removing the same will greatly oblige.

LOST, STOLEN, or STRAYED, a FLEET and a TELEGRAPH CABLE, news of or from either will be gratefully received by  
The World.

### THE "POWAN" & "RWANGLEE" COLLISION.

JUDGMENT IN THE SUPREME COURT.

His Lordship the Chief Justice, Sir J. W. Carrington, this afternoon delivered judgment in the Admiralty suit arising out of the collision between the steamers *Rwanglee* and *Powan* in the harbour on January 25th. Mr. J. J. Francis, Q.C. (instructed by Mr. H. L. Denys) appeared for the *Rwanglee*; owner, the C. M. S. N. Co. and Mr. H. E. Pollock (instructed by Messrs. Deacon and Hastings) appeared for the owners of the *Powan*.

His Lordship narrated the facts of the case and then reviewed the evidence very carefully. Special allusion was made to the absence of a stern light on the *Rwanglee* and the question was discussed whether the same under the Merchant Shipping Regulations or a locally made ordinance. Next several had alleged that the *Powan* was to blame and his Lordship minutely traversed the different statements, especially that of the *Rwanglee*'s officers as to being embarrassed by a police launch when entering the southern channel. The Assessor advised him, first, that having regard to the character of the night and when making the harbour, the *Powan* when approaching the entrance to the southern fairway, should have gone half speed. Assuming the launch was present and "misconducting" as stated, the *Powan* was in error in standing and porting her helm. If she had kept on a starboard helm she would have cleared and gone into the northern fairway. She should have given two blasts of her whistle when taking this course, she did not do so and it was strange that no warning note was given. While the port was not made known it was surprising her officers to the *Rwanglee*'s Wharf. In fact the vessel was not "hindered" with reasonable skill. He and the Assessor agreed that there was a want of decision and discipline in the officers and, in giving instructions and this contributed to the collision. The result of these findings was that the *Powan* was to blame for the collision and the general result was that both vessels were to blame in respect to the collision. Judgment would be entered for the plaintiffs to recover a moiety of damages and for the defendants on the counter claim judgment would be given to recover a moiety of damages, which would be assessed by the Registrar of Merchants. Each party would have to bear its own costs and each would have to pay half of the assessed costs.

### A ROW ON BOARD SHIP.

DISORDERLY GERMAN FIREMEN.

There appear to have been lively doings aboard the British steamer *Queen Adelaide* while at Kobe lately. To-day, at the Harbour Office, before the Hon. R. M. Ramsey, R.N., Capt. F. McNeil prosecuted three German firemen, named C. Rieck, O. Schubert, and A. Golz on charges of refusing duty, damaging ship's property and assault.

The Captain said that the men shipped at Rotterdam last year for two years. On a voyage from Rangoon to Kobe in March last the chief engineer ordered them to get some coals before the engine and again refused. Later on in the day the sailors were put up and one of the defendants carelessly let an ash shoot fall overboard. At Kobe one night the firemen and sailors came on board drunk and made disturbance. They rubbed their bridge while complainant was undressing. He saw one man lying on the deck and the others were simply mad drunk. They tried to burn the saloon door and also to break the saloon windows with a piece of wood. They threw a chair, a table and a flower stand with six plants overboard. This conduct was kept up till after midnight. He identified the defendants as taking part in the row. Schubert was lying on the deck and witness went to see what was the matter with him. He then jumped up and struck witness. The defendants also unshipped a ventilator and threw it overboard. Golz was the ringleader, and refused duty besides losing the ash shoot. He led the row at Kobe and in throwing the furniture overboard. This was the first British port he had called at after leaving Kobe, and the ash shoot the day after the row. The Consul then told him to bring the case at the next British port.

Golz, in his defence, said it was not his duty to get up the ashes of the donkey boiler and he refused. He owned up to the row in Kobe. It was true he took part in throwing the property overboard and he abused the officers because they abused him, and he thought that was quite right.

Schubert at first asked for a German interpreter but afterwards told his tale in English. He contended that the donkey boiler was his ashes was not his work, and that was why he refused. As to striking the captain he was very drunk and knew nothing about it. He knew nothing about the ventilator either. There was a row in the foc'sle and he checked the boat's out. Then somebody hit him and he knew no more.

Rieck could not speak English and he was remanded for a few minutes in order to obtain an interpreter. He received a month's hard labour for refusing duty.

Schubert was ordered to forfeit £10 to him wages, as half the value of the ventilator, to suffer fourteen days' hard labour for refusing duty and at the expiration of that term to do twelve weeks for assaulting the captain.

Golz was also ordered to forfeit £10, and go to prison for fourteen days for refusing duty. He also was sentenced to twelve weeks' hard labour for throwing the ship's property overboard.

### SEARCHING FOR AGUINALDO AT SINGAPORE.

A STRANGE STORY.

The following appeared in the *Singapore Free Press* of April 28th:—

A correspondent, who is well-known to us, handed us a story which is person to-day the subject of much conversation. The substance was taken down by him verbatim from the witness concerned. "Yesterday morning a Malay Sergeant of Police walked into the house of Dr. Marcelino Santos, Prince-street, No. 134, making as an excuse an enquiry if the tenant of the house had applied to the Police for a summons against a certain person. He then asked what the tenant was doing in Singapore, what was his name, and then said he had made a mistake. He then mentioned the name of Aguineldo, again but as nobody could give him any information, he presently returned with an interpreter. The interpreter asked if a rich man from Manila named Camillo Aguinaldo (a fictitious name) had arrived; to which they replied they knew no such man. He then asked if Aguineldo was there; if he knew they were the agents and pimps for him. He said further that Aguineldo had taken a quantity of medicine from a chemist's shop and had not paid for it (an audacious lie). He then asked if they knew an Englishman from Manila living in the Hotel de Europe, and frequently to be seen with a cigar merchant from Manila, also living in the same Hotel. Answer "No." He asked again if they knew whether Aguineldo had any relations with the said Englishman. One of the people living in the house, having left, his trunk was sent this morning to the steamer at Taiping. A detective followed the person in charge both going and returning.

Commenting on this the *Free Press* observed:—There was a similar case in Hongkong not long ago in which European police were set to systematically "shadow" a British subject from Manila. The gentleman in question went straight up to Governor Sir William Robinson, who at once telephoned, in the gentleman's presence, down to Captain May, head of the police, demanding "by whose authority such a thing was being done." Captain May replied that he was quite unaware of the fact, but that subsequent enquiry would be made. The result was that the English police were told to have come from a local Spanish police source. That abuse was promptly knocked on the head, and these concerned will not soon forget the reprimand that were served out all round by the Governor of Hongkong.

### TROUBLE ON BOARD THE "MOGUL."

The *Mogul* leaves on Tuesday afternoon a petty quarrel caused between the mates of the British steamer *Mogul*, which left Yokohama on Wednesday, and the Japanese coolies on board that vessel. It appears that on April 11th, about half-past one, a Japanese coolie engaged in the loading of cargoes on board that vessel, being drunk, asked a Chinese steward to give him something to eat. The request not being attended to, the Chinese was about to be attacked, when the first mate of the steamer appeared and tried to subdue the coolie. Upon this all the Japanese coolies assembled in the stowage. Just then one of the coolies named Hibben, was drinking water and the first mate, who passed by, called him some bad names. Another coolie, named Mitthanih-Kichiro, who was drunk, hearing this, invited the first mate and began to quarrel with him. The coolie tore the clothes of the mate and kicked him in the lower part of the body, while the mate in return injured the coolie on the head with a bottle. During the scuffle the third mate came in and got a night wound on his left eye. Notice was at once given to the Water Police, who appeared on the scene and got the coolies under control. The two coolies were arrested, and the matter is at present under investigation by the authorities.—*Yokohama Specimen*.







## Announcements.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU.....	YOKOHAMA (DIRECT)	TUESDAY, 10th May, at 4 P.M.
IZUMI MARU.....	Kobe and YOKOHAMA	THURSDAY, 12th May, at 4 P.M.
SAGAMI MARU.....	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHIAOYANG, NAGASAKI, FUSAN and GENSAN.	FRIDAY, 13th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.Dr. KNORR'S  
ANTIPIRYNE

patented.  
"LION BRAND."  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC and NEURALGIC AFFECTIONS.  
NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,  
SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS!Dr. OVERLACH'S  
MIGRAININE

"LION BRAND"  
(ANTIPIRYNE—CAFFEINE—CITRATE)  
(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, &c.  
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an anesthetic.  
Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand" and always prescribe "MIGRAININE HOECHST."

Sole Manufacturers—  
FARHWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.  
Literature of the above Preparations supplied gratis at request to medical men.

NOT SO FAR AWAY  
IN CHICAGO U. S. A.

Greatest Mail Order House in the World.  
MONTGOMERY WARD & COMPANY,  
111 to 120 Michigan Ave.  
WHO ISSUE SEMI-ANNUALLY THE MOST COMPREHENSIVE

GENERAL CATALOGUE  
AND  
BUYERS' GUIDE.

Containing 400 pages (14 by 11 inches), 14,000 illustrations, 40,000 quotations, and 2,000 prices. It is the most complete and authoritative of GENERAL MERCHANDISE, and is the only one of its kind in the world. It contains the names and addresses of all the leading manufacturers and wholesalers of the United States, and is a valuable reference work for all who are engaged in business.

Montgomery Ward & Co.,  
CHICAGO, U. S. A.  
111 to 120 MICHIGAN AVENUE.

CARBOLINEUM-AVENARIUS  
USED FOR OVER 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.  
Sole Agents for China,  
LUGENS, EINSMANN & Co.  
Hongkong, 11th September, 1896.

KUNH & KOMOR,  
JAPANESE FINE ART CURIOS.

21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA  
and  
35, DIVISION STREET, KOREA.  
Hongkong, 15th March, 1894.

## MITSUI RUSSIAN KAISHA.

No. 6, Lee House Street, Praya Central.  
Head Office—TOKIO.  
Branch Offices—  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHANG and all Ports in JAPAN.

Agents for—  
Mitsui Coal Mines,  
Osaka Coal Mines,  
Kanada Coal Mines,  
Tokyo Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Imperial Government Paper Mills (Japan),  
Cotton Cleaning and Wkg. Co., Shanghai,  
Onoda Cement Company, Japan,  
Kureguchi Cotton Spinning Mill, Japan,  
The Mitsui Cotton Spinning Mill, Limited,  
Tokyo Cotton Spinning Mill, Japan,  
Hayashi Clock Factory,  
Hongkong, 11th December, 1896.

## THE LEADING CATERERS.

COMPARE OUR  
MENU, BILLIARD TABLES and  
LIQUORS to all others.  
THE GRILL ROOM.  
Hongkong, 1st September, 1897.

## Shipping.

## STEAMERS.

FOR SINGAPORE PENANG AND CALCUTTA.

THE Steamship  
"CATHERINE APAR,"  
Captain J. G. Olcott, will be despatched for the above Ports on SATURDAY, the 7th instant, at 4 P.M.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents,  
Hongkong, and May, 1898. [590]

HAMBURG AMERICA LINE  
(EAST ASIATIC SERVICE)  
FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rate to AMSTERDAM, LONDON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)  
THE Company's Steamships

"ANDALUSIA,"  
Captain Schöbter, will be despatched for the above Ports on or about the 7th May.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents,  
Hongkong, 21st April, 1898. [596]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)  
THE Steamship

"AUSTRALIAN,"  
Captain Helms, will be despatched for the above Ports on TUESDAY, the 10th instant, at Noon.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is last-fitted throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents,  
Hongkong, 3rd May, 1898. [593]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"ANTENOR,"  
Captain Jackson, will be despatched as above on THURSDAY, the 12th May.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 18th April, 1898. [578]

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND LONDON.  
THE Company's Steamship

"S. A.,"  
Captain C. Cold, will be despatched as above on or about the 14th May.  
For Freight or Passage, apply to  
ARNHOLD, KARBURG & Co.,  
Agents,  
Hongkong, 26th April, 1898. [547]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship  
"QUEEN MARGARET,"  
will be despatched as above on or about the 15th May, 1898.  
To be followed by  
S.S. "ST. NINIAN," on or about 15th June, 1898.  
S.S. "CRAIGFAR," on or about 30th June, 1898.  
For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, 20th April, 1898. [485]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship  
"ENERGIA,"  
will be despatched as above on or about the 25th instant.  
S.S. "AFRIDI" ..... about 20th June, 1898.  
S.S. "FATHAN" ..... 15th July, 1898.  
S.S. "MACDUFF" ..... 31st July, 1898.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents,  
Hongkong, 4th May, 1898. [353]

SAILING VESSELS.

FOR SAN FRANCISCO.  
HE British Bark  
"WEST YORK,"  
W. L. Foster, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, 7th March, 1898. [323]

FOR SAN FRANCISCO.

THE 100 A I British Ship  
"IMBERBORNE,"  
Lever, Master, Shortly expected here, will load for the above port and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents,  
Hongkong, 19th March, 1898. [414]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES  
FLUID  
THE BEST  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 9th March, 1897. [11]

## Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.  
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.  
FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria | 3,167 | J. Truebridge ... May 10  
Olympia | 2,608 | T. H. Dobson ... May 21  
Arizoma | 5,164 | J. Panten, R.N.R. | June 14  
Tacoma... | 2,549 | A. Dixon ..... July 2

ALSO  
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Drummar | 3,601 | E. Porter ..... June 4  
Algonk | 3,654 | W. H. Wright ... June 18  
Columbia | 2,605 | A. Gow ..... July 9  
Drummar | 3,601 | E. Porter ..... Aug. 13

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47. Excellent accommodation. First-class Table, DOCTOR and STEWARDSS carried.

HONGKONG TO NEW YORK £41. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to  
DODWELL, CARLILL & Co.,  
General Agents,  
Hongkong, 22nd April, 1898. [6]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for HATTAIA, PARSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship  
"LOROMANDEL,"  
Captain F. N. Tuitard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th instant at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
A. M. MARSHALL,  
Acting Supt.  
Hongkong, 2nd May, 1898. [5]

NORDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Preussen ..... Wednesday | 25th May.  
Sachsen ..... Wednesday | 22nd June.  
Bayern ..... Wednesday | 20th July.  
Prinz Heinrich ..... Wednesday | 17th Aug.  
Darmstadt ..... Wednesday | 14th Sept.  
Sachsen ..... Wednesday | 12th Oct.  
Sachsen ..... Wednesday | 9th Nov.  
Bayern ..... Wednesday | 7th Dec.  
Prinz Heinrich ..... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 25th day of May, 1898, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Helms, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

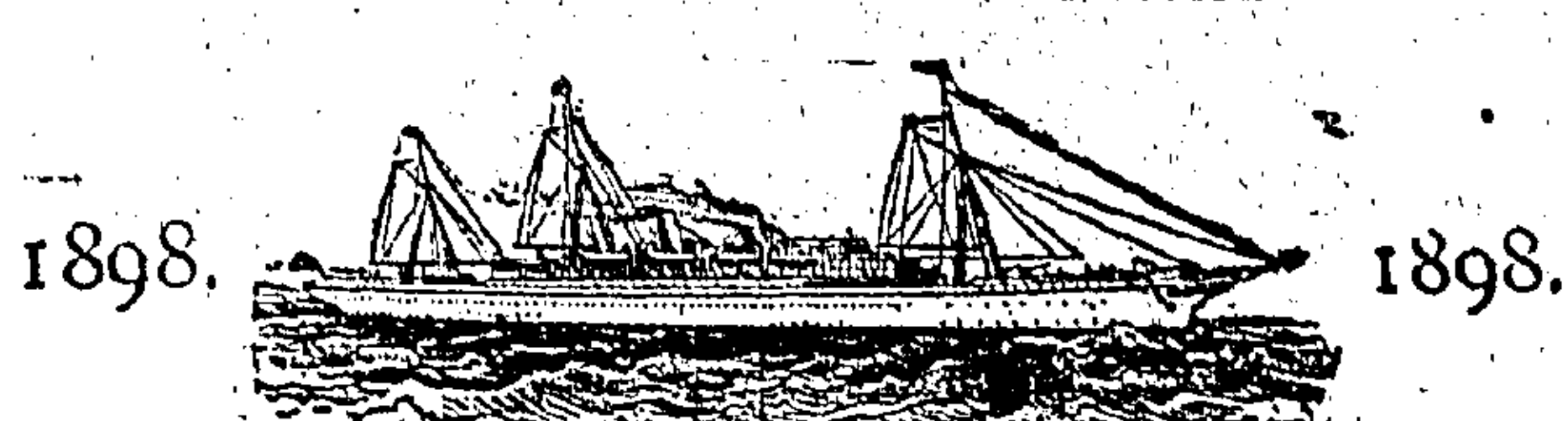
Shipping Orders will be granted till Noon on Monday, the 23rd May. Cargo and Specie will be received on board until 5 P.M. on Tuesday the 24th May, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 24th May. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents,  
Hongkong, 27th April, 1898. [171]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 18th May, 1898.  
EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 8th June, 1898.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 29th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Paddar's Street, [3]

Hongkong, 28th April, 1898.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Bulele (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Thursday, 19th May, at Noon.  
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Tuesday, 7th June, at Noon.  
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ..... Saturday, 25th June, at Noon.

THE U. S. Mail Steamship "PERU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 19th May, at Noon, taking States and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.  
J. S. VAN BUREN, Agent,  
Hongkong, 16th April, 1898. [13]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HANDBRAND.  
HARTMANN'S GREY PAINT.  
DAIMLER'S PATENT MOTOR LAUNCHES &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM and  
P. & O. SPECIAL LIQUOR SCOTCH WHISKY &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.  
AT  
REASONABLE PRICES.

Hongkong, 14th May, 1898. [19]

## NOTICE TO AMERICAN CITIZENS.

AMERICAN CITIZENS residing in the CONSULAR DISTRICT of Canton, in which includes: SHANSHU, WUCHOW, MACAO, SWATOW, HOIHOW and PAIKHOI, are REQUESTED to REGISTER at the Consulate either personally or by certificate, setting forth the date and place of birth and last residence in the United States.

The advantages of registration are obvious and may prove of value in time of need. There is no fee at charge for registration.  
EDWARD BELOZE,  
U. S. Consul.

United States Consulate,  
CANTON, China, 1st February, 1898. [20]  
Printed and Published by ETHELBERG FORBES SKERTCHLY, at No. 6, Paddar's Hill, in the City of Victoria, Hongkong.



